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IN THE FOOTSTEPS OF CADILLAC....

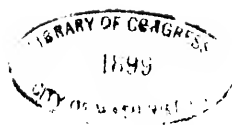
BY C. M. BURTON.



ANTOINE DE LA MOTHE,
CADILLAC

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...IN THE FOOTSTEPS OF CADILLAC...



An attempt to follow in the footsteps of Antoine de LaMothe Cadillac, the past summer, has presented to me many objects of interest and has taught me much that I did not before know concerning the founder of the city of Detroit.

Cadillac came to Mackinac (then Michillimackinac) as its commandant in 1694, and remained in charge of that post for three years. He then returned to Quebec and ultimately to Paris where, in the year 1700, he obtained permission to found the city of Detroit. He was well qualified for this task from his previous acquaintance with the country; and from his temperament and natural ability no better person could have been chosen to found a colony in the west. There was, up to this time, no French colony further west than Montreal, for all the western posts were military or religious establishments.

The great object in founding a colony was to establish something permanent that should serve as a protection for the French traders, and the missionaries among the Indians, and which would prevent the encroachments of the English on the territory which France claimed, but the boundaries of which were not well defined then and which were, in fact, never officially designated.

Although many explorers and travelers had passed through the Lakes Ontario and Erie and around the falls of Niagara, before the year 1701, and that pathway to the northwest was fairly well known, Cadillac was directed to take the Ottawa route rather than that of the lakes, on account of the hostility of the Iroquois Indians, who, at this time, were at war with

the French. The Ottawa route, so-called, was up the Ottawa river from Montreal nearly to its source, thence across the long portage to Lake Nipissing, thence through Frenchman's river to the Georgian bay and, coasting the bay, in a southerly and westerly direction to Lake Huron, the River St. Clair, and so finally to the Detroit river. This course was long and tedious, for there were some 30 portages where the canoes and the luggage of the company had to be carried on the shoulders of the oarsmen and voyageurs but it was the route that had been traversed for many years by all those Frenchmen who had penetrated into the upper country.

My desire was to go to Mackinac and by easy stages reverse the footsteps of these voyageurs and pass through the Georgian bay, up Frenchman's river, through Lake Nipissing and down the Ottawa river to Montreal, but the limited time at my disposal would not permit a trip of this duration, and I planned a route more in consonance with that of established travel through the lakes and down the St. Lawrence.

The first object of real interest, as connected with Cadillac, is the Welland canal. Shortly after Cadillac had established Detroit, a peace with the Iroquois was entered into and the pathway around the falls of Niagara was opened for the second and all the succeeding trips to Detroit, and it is not recorded that the Ottawa route was thereafter ever used for those who came so far south as Detroit.

Cadillac's Foresight.

In one of the earliest of Cadillac's reports he advocates the building of a canal around Niagara falls. This was an extraordinary display of foresight. There had been, a few years before this, a sail vessel, the Griffon, on Lake Erie, but it was wrecked the same

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year it was built and no other sail vessel was ever launched by the French on the upper lakes, nor was there any vessel of considerable size floated on these waters until some years after British occupation.

The Welland canal of today must have been as far beyond the conception of Cadillac in 1702 as the vessels of today exceed in size the Griffon that LaSalle launched near Buffalo in 1679.

This magnificent canal is a feat of engineering wonderful to the people of today, and I thought, as I wandered along its massive stone basins and locks, what the surprise of Cadillac would be if he could be, for an instant, permitted to see carried into effect his suggestions or plans of two centuries ago.

After passing through this canal our boat next went to Toronto and thence to Oswego. Both of these places are full of historic interest but not that of the subject I was investigating. The beautiful scenery of the Thousand islands is nearly as wild as it was in Cadillac's time, but the hand of man has changed the aspects of many islands and turned their barrenness and wildness into bowers of beauty. The rapids of the St. Lawrence commence a short distance below Ogdensburg and continue to Montreal.

These rapids are in no manner changed from Cadillac's time and are just as dangerous now as when the Frenchmen and Indians of his day braved the waves in their frail canoes. Accidents frequently happened; canoes were upset and their occupants were drowned or barely escaped with their lives; but the people continued to pass down the river by that route rather than walk along the shore and let their boats float at the end of long ropes, which were occasionally used for that purpose.

The streets of Montreal are an evidence of the French ideas of two centuries ago. They are narrow, straight and short. The town of Ville Marie, founded by Maisonneuve in 1642, is still to be seen in the city of Montreal of today, for the streets are there as they were occupied by those old French habitants, and some of the buildings still remain.

Montreal is all stone and brick and the massive stone buildings of the

later times are out of sorts with the narrow streets on which they are erected.

Church Attended by Detroit's Founder.

Here, on St. Paul street, near the river, stands Bonsecour church, the oldest church in Montreal, and here Cadillac and his wife and family went to mass many times, for it was then the only church in Montreal, and Cadillac was a devout catholic.

The tablet on the church informs us that the present structure is modern, compared with Cadillac's time, but that its foundation antedates Detroit several years.

I took a copy of the inscription, which is as follows:

N. D. Bonsecour.			
Commencee	1657.	Incendiee	1754.
Reconstruite	1772.	Restoree	1888.

The Numismatic and Antiquarian Society of Montreal, some years since, hunted up the points of historical interest in the city and erected tablets to indicate the important event or location of the place. These tablets are fastened up in many places in the older French portion of the city. Some of them are of interest to the people of Detroit as indicating some matters in which our city took a part. As an instance, at the northwest corner of McGill and Notre Dame streets is the following inscription:

Recollets Gate,
By this gate
Amherst took possession.
8 September 1760.

Gen. Hull, U. S. Army,
25 officers, 350 men. entered
Prisoners of War,
10 September 1812.

An inscription of more interest to me was that affixed at the northwest corner of St. Lambert and Notre Dame streets, as follows:

In 1694
Here stood the house of
LaMothe Cadillac,
The Founder of Detroit.

This statement is not exactly true, but it is supported by facts sufficient to make the assertion reasonably correct. Cadillac did not live in Montreal in 1694, but was stationed at Michillimackinac. His wife remained in Montreal until his return there in

1697. He did not own any dwelling, at that time, in Montreal, nor have I been able to find that he ever owned one there. As commandant at Mackinac he was permitted to engage in trade there and his wife acted as his agent in Montreal in purchasing goods and forwarding them to him for sale to the Indians or traders. At Montreal lived LaMothe Luciere, a namesake and possibly a relative of Cadillac. This man was an army officer of some prominence who had, a few years before this, at the request of the French government, built a fort at Niagara. He was also governor of Montreal in 1669 and 1670. LaMothe Luciere lived on Notre Dame street in Montreal and Madam Therese Guyon (wife of Cadillac) made her home with him during the absence of her husband at Mackinac. I have not discovered anything to indicate that LaMothe Cadillac and LaMothe Luciere were in any way related, but the identity of the family name, LaMothe, indicates that they had some connection with each other. What little we know of the life of Madam Cadillac indicates that she was a capable and energetic business woman as well as a brave and affectionate wife. I have copies of many contracts, for various purposes, entered into by her for promoting the interest of her husband, and she borrowed money for him and purchased goods to send to him on many occasions. I do not know what authority the society had for placing this placard at the corner of St. Lambert street, but probably it was the home of LaMothe Luciere, and that Cadillac and his wife temporarily lived there. That he once occupied it made it an object of interest.

Valuable Documents for Detroit.

There are many other inscriptions of local interest; some in French and others in English, but no others of local interest to Detroit, except as they pertain to the history of the northwest.

I visited the Palais de Justice and was permitted to inspect and read the archives in the basement of this great building. Here are collected and preserved the musty records of two cen-

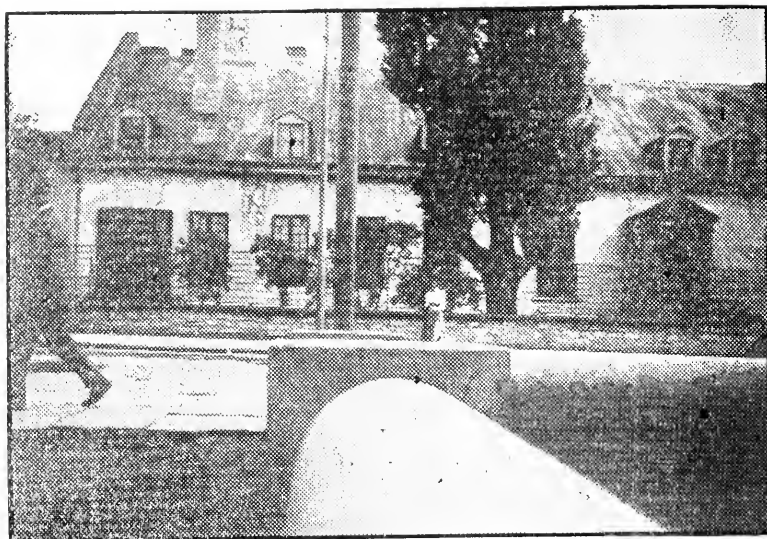
turies and a half of Canadian history. I have had a copyist busy for some years transcribing such of these records as pertain to Detroit and the matter is far from being exhausted yet. The wealth of historical matter in these ancient and yellow documents is unknown to historians, I believe, and I think I am the first person to disclose, in part, their value to the writers and readers of history. Some 20 or 30 volumes of these records have already been transcribed for my use and no item later than the year 1760 has yet been copied. Dwelling upon the quantity and wealth of these old papers will scarcely convey an idea of their importance, and I can only express my appreciation of them by the word "invaluable."

Nearly across the street from the Palais de Justice and a block or so further to the east, on the southerly side of Notre Dame street, is situated the Chateau de Ramezay, built for Claude de Ramezay in 1704 or 1705. This building was of great interest to me and is of so much interest now to the people of Montreal that they have purchased it and retain it in its original shape as a memorial of old Montreal.

Shortly after Detroit was founded Cadillac got into a quarrel with the Company of the Colony of Canada relative to the right to the trade of the new post and, in consequence of the quarrel, he was summoned to Montreal, where he was detained—not exactly placed under arrest, but compelled to remain within the limits of the city pending the hearing of the charges preferred against him. At this time Claude de Ramezay was the governor of Montreal, and, in that capacity, Cadillac was subject to his orders and to a certain extent he was in his custody. Ramezay proved himself in many ways to be the friend of his prisoner, giving him personal liberty there and assisting him in his appeal to the authorities at Quebec and in France. Probably he was entertained by Ramezay at this chateau, for at this time the building was just completed or in process of erection.

Historic Old Castle.

The building itself is a marvel of solid masonry, so substantial that the



CHATEAU DE RAMEZAY, MONTREAL, WHERE CADILLAC WAS ENTERTAINED IN 1704.

winters of 200 years have disclosed no faults in its construction. I cannot adequately describe its massive walls of stone, its great fireplace in the basement or cuisine, its vaulted wine cellar which seems like a dungeon of some old castle. The building is two stories in height besides the cellar and basement, and the rooms are large. Here for more than a century assembled the great men of the nation on important occasions. The successive governors met the Indian chiefs on their visits to the city, receiving them in the great reception room of the chateau. Here in this council room sat many of the noted men of the last century—Ramezay, Vaudreuil, Cadillac, Gen. Amherst, Gen. Gage, Sir Guy Carleton (afterward Lord Dorchester), Benjamin Franklin, Charles Carroll (survivor of the signers of the declaration of independence), Benedict Arnold, the traitor, and many others.

In February, 1776, congress appointed three commissioners, Benjamin Franklin, Charles Carroll and Samuel Chase, to go to Canada to see if they

could not enlist the Canadians in the American cause in the war then pending with England. Rev. John Carroll, afterward archbishop of Baltimore, accompanied the expedition. On their arrival at Montreal they were met by Gen. Benedict Arnold. One of the commissioners, Charles Carroll, on the occasion wrote:

"We supped at that general's and after supper were conducted to our lodgings—the house of Thomas Walker—the best built and perhaps the best furnished in this town."

The "house of Thomas Walker" was at the west end of the Chateau de Ramezay, and here they remained until their return to the states. Dr. Franklin, who was old (70 years of age) and infirm, remained but a few days and set out on the 11th of May on his return. Rev. John Carroll started with him.

It is related that while Franklin was stopping in Montreal the first printing press there was set up in the basement of the chateau under his directions, by Joseph Fleury Mesplet, who came to

Montreal with the commissioners. This may have been a fact, for it is certain that at about this time the first press was brought to Montreal, but the limited time of Franklin's visit would not permit him to give Mesplet many lessons in printing. However, the first newspaper there, the *Gazette du Commerce et Littéraire, pour la Ville et District de Montreal*, was published by Charles F. Mesplet and C. Berger on June 3 in the following year.

Quebec in Cadillac's Time.

Quebec, the next place of importance that attracts our attention, is more like the ancient French cities than is Montreal. Not only do its narrow streets indicate its age, but its very people seem to live in last century. In an estimated population of 75,000 I understand that only 5,000 are protestants and only the latter number speak the English language. Many of the French people are able to speak both languages, but this knowledge is confined to merchants and clerks and those carrying on a business that brings them into contact with both nationalities.

The streets are exceedingly narrow in the lower town—the older part. Nearly all of the buildings here were destroyed or seriously injured by the bombardment of Gen. Wolfe in 1759, but they were reconstructed on their old foundations and the streets were neither straightened nor widened. The electric cars, recently introduced, nearly monopolize many of the streets, for there was scarcely room for two vehicles to pass, before, and the new car line is placed in the center of the street, so now the car must wait for teams to move along to the next crossing before it can proceed.

Some of the streets are so narrow that only one team can pass at a time—10 to 12 feet in width—and here are huddled a multitude of women and children, living in apartments over the stores they own. The street is not wide enough for a walk beside the driveway and the people must necessarily go into the street to walk.

This is the city of Quebec, as it was in Cadillac's time, for here his wife lived with her father, Denys Guyon, and her brothers, after the father's death, in a stone house on St. Pierre

street in Lower Town. In this town Cadillac and Marie Therese Guyon were married on the 25th of June, 1687, and here they lived for some time then, and at a later date.

Cadillac was in the marine department and was stationed on the hill that overlooks the city, probably the present site of the Chateau Frontenac, or possibly even further up at the citadel. When the evening came and he was released from his duties he, with others, was accustomed to wander down the long winding roadway of the hill reaching to Lower Town to visit the places of amusement, or possibly the 16-year-old girl who became Madam Cadillac in 1687.

An episode in the life of the founder is related in the unpublished records of that time as follows:

Detroit's Founder in a Brawl.

On Thursday, May 2, 1686, Cadillac, then a lieutenant of the company of Sieur de Vallereines, got into a quarrel with Sieur de Sabrevoye, sub-lieutenant of the Company of Desquerac at the house of the widow of Pierre Pellerin, Sieur de St. Amant, on St. Pierre street, in Lower Town, where Cadillac had called early in the evening and had been invited to have a glass with the assembly.

The quarrel arose over some reflections of Cadillac regarding the habits of Sabrevoye, and on the fact that Sabrevoye was supported by the Marquis Denonville, governor and lieutenant-general for the king. In the melee Cadillac threatened to thrash Sabrevoye; both men attempted to draw their swords, but the bystanders threw themselves between them and prevented the duel, whereupon Cadillac took up the copper candlestick, which was on the table, and threw it at the head of Sabrevoye, wounding him and extinguishing the light. La-Perelle, a sub-lieutenant, and Sieur Declavaux, who were present, ejected Cadillac from the house.

Cadillac was very much frightened for if news of the event came to the ears of the marquis it would probably end in his ruin. He was summoned before the recorder of the marshal's court. A great amount of testimony was taken in the case and all reduced to writing and is still preserved. The

governor went from house to house summoning the witnesses before him and himself questioned each one regarding the quarrel, its origin, progress and result. Sabrevoye's wound was not serious and the affair was patched up and Cadillac was released. When Cadillac was commandant at Detroit, some years later, Sabrevoye came here to live and remained for some years.

In a little square, nearly under the Chateau Frontenac, the grand hotel of Quebec, stands a small church called Notre Dame des Victoires. This was first erected in 1688, but has since been reconstructed and is now of a modern form, but is still on its ancient foundation.

Cadillac was not married in this church, for it was erected the year succeeding his marriage, but probably within its doors some of his children were baptized, for his son Antoine was born in Quebec in 1692. James was born there in 1695. Peter Denis was born there June 13, 1699, and was buried there July 4, 1700. Marie Ann was born in Quebec, June 7, and died June 9, 1701, and Rene Louis, who was born in Detroit, died in Quebec in 1714, so that around this church some of the most interesting events in the life of Cadillac are clustered.

Concerning this church Phileas Gagnon, probably the best historical authority in Quebec, recently wrote to me: "The church of Notre Dame de la Victoire is and has been the only church built in the lower town of this city. It stands on what was called in 1687 'Place Royal,' on account of a bronze bust of Louis XIV., erected there that year by Bochart Champigny. This church was erected in 1688 but it was not called Notre Dame de la Victoire until 1690. In that year amid the joy caused by the defeat of Sir William Phipps, in his attempt to capture the town of Quebec, the feast of Notre Dame de la Victoire was established, to be annually celebrated in this church on the 7th of October—that being the day on which the first intelligence of the coming of the English was received. After the shipwreck of the English fleet in 1711, which was considered by the inhabitants as a sec-

ond victory, and little less than a miraculous interposition in their favor, the church received the name of Notre Dame des Victoires, in order to commemorate both occasions at the same time."

Within the present church, on the wall facing the pulpit is a marble slab with an inscription to indicate the principal events in the history of the church, as follows:

1688 1er Mai, Pose de la 1^{ere}
pierre par le Marquis
de Denonville gouverneur
Innocent XI Pape
Louis XIV Roi de France
L'Eglise est dediee a
l'enfant Jesus.

1690 Defait de l'armee Phipps
l'eglise prend le titre de N. D.
de la Victoire
1711 Dispersion de la flotte de
l'armee Walker, l'eglise
prend le titre de N. D. des Victoires
1759 Incendise pendant le siege
1765 Rebatie
1888 Restoree a l'occasion
du 2e^{me} centaire

Across the street from this church is the Hotel Blanchard, which, I was informed, is built on the site of a convent which was established in the seventeenth century. In this convent Madam Cadillac placed her eldest daughter Magdelaine, when she set out for Detroit in the summer of 1701.

Cadillac had reached the site of Detroit and laid the foundation for the new post on the 24th day of July, 1701. He brought with him his eldest son, Antoine, then a youth of some 9 years of age. His living children at this time, besides his son Antoine, were his eldest daughter, Magdelaine, and his son Jacques. Two other children, Pierre Denis and Marie Anne, had died in Quebec. The latter, Marie Anne, died after her father had left that city to go west.

Fr. Anjabran (or Enjabran), a Jesuit priest, and I believe the only Jesuit who was friendly to Cadillac, was requested to escort Madam Cadillac and Madam Tonty, wife of Cadillac's lieutenant, Alphonse Tonty, to Detroit, but he found it impossible to comply with the request. However, through

his report we are enabled to determine that Madam Cadillac, leaving her daughter Magdelaine in the convent above mentioned, started from Quebec with her son Jacques, then 6 years of age, and reached Three Rivers, about half way between Quebec and Montreal, on the 30th of August, 1701. On the 10th of September they reached and departed from Montreal, and arrived at Fort Frontenac (now Kingston) on the 23d of September. The lateness of the season prevented fur-

ther progress of the party, for there was no stopping place between Fort Frontenac and Detroit, so the party remained at the fort during the winter months and resumed their journey as early as possible and reached Detroit in the early spring of 1702.

In the archives of the French cathedral is to be found the register in use at the time of Cadillac's marriage, and I have had the marriage record photographed and reproduce it here as of general interest to all our people:

[illegible]

8.22 Le grand outillage
 Lamoignon Lamoignon
 Marie Thérèse Guyon
 Jacques Guionnet
 J. Guionnet
 François Dupré
 Michel Lévieux
 Jean Le Maréchal

(TRANSLATION.)

The 25th of the month of June, in the year 1687, after the betrothment and the publication of two bans of marriage, having obtained dispensation of the third of Monsieur de Bernieres, vicar-general of the Lord Bishop of Quebec, the first being published the 23d and the second the 24th of the present month, between Antoine de Lamothe, esquire, sieur de Cadillac of the village of Port Royal in Acadia, aged about 26 years, son of Mr. Jean de la Mothe, sieur of the place called Cadillac of Launay and Semontel, counselor of the parliament of Toulouse, and of Madam Jeanne de Malenfant, his father and mother, of the one part; and of Marie Therese Guyon, daughter of the deceased Denis Guyon, a citizen of this place, and Elizabeth Boucher, her father and mother, of the other part, aged about 17 years, and not finding any hindrance, I, Francois Dupre, cure of this parish, have solemnly married and given the nuptial benediction in the presence of the subscribing witnesses, sieurs Barthelemi Desmarest, Michel Denys Guyon, Jacques Guyon, Denys le Maitre, who have signed with the husband and wife.

LAMOTHE LAUNAY.
MARIE THERESE GUYON.
JACQUES GUYON.
MICHEL GUYON.
DENIS LE MAITRE.

DEMAREST.
FRANCOIS DUPRE.

The above named priest, Francois Dupre, came to Canada May 28, 1673. In 1675 he was a missionary in the Quebec seminary; first cure of the parish of Champlain in 1684, and cure of the parish of Quebec from 1686 till 1707. In 1711 he was at Lorette, where he died and was buried under the altar June 29, 1720.

I could not ascertain the house on St. Pierre street in which Cadillac and his wife lived while in Quebec, but a further investigation of the titles to lots in the lower town may give me its location.

Outward bound from Quebec on an ocean steamer I passed through the River St. Lawrence, past the falls of Montmorency and down the gulf, hugging the southern shore, which is dotted with the little hamlets of fishermen, whose ancestors took up this occupation centuries ago and whose descendants will probably continue it for centuries to come. The scenery along

this coast is grand, and beyond the power of my pen to adequately describe.

After a few days' sail I reached Charlottetown, in Prince Edward Island, and now began to feel that I was in America, for here everyone speaks English, and French is apparently unknown. From Charlottetown a ride of a few hours on a great ferry steamer takes us to Pictou in Nova Scotia.

Pictou is a small place and can be fitly described as "over-ripe," for it has reached the zenith of its prosperity and is sinking to decay. From Pictou the railroad carried me south across the isthmus to Halifax. The country is beautiful, but as this portion was unknown to the French or uninhabited by them I did not take so great an interest in either Charlottetown, Pictou or Halifax.

After a short stay in Halifax I again took the train across the isthmus in a northwesterly direction to Annapolis Royal. This is the land of Evangeline. Longfellow has appropriately described this country:

This is the forest primeval, the murmuring
pines and the hemlocks,
Bearded with moss, and in garments green,
Indistinct in the twilight,
Stand like Druids of Eld, with voices sad
and prophetic,
Stand like harpers hoar, with beards that
rest on their bosoms.

I never saw a country, on the 1st of September, so green and pretty as this country is. In the states the verdure is burned and yellow from the hot days of July and August, but here the trees and shrubs and grass are as green and fresh as if the winter snows had but recently melted and the April showers had given fresh life and vigor to all nature.

On through Grand Pre and along the shores of the basin of Minas, where Evangeline and her lover lived, skirting the waters of the bay, through beautiful and quiet scenery, our train of some 20 cars, heavily laden with passengers, draws up at Annapolis, the end of its journey. A great excursion of country folks on the Intercolonial line were returning from a day spent in Halifax and the cars were

crowded with passengers and filled with the merry laughter of the young folks.

Nova Scotia was originally covered with evergreens, pine, hemlock, juniper, cedar and spruce trees. On the cultivated portions these evergreens have been cleared off except an occasional tree or shrub, but there are thousands of acres on which the original forests are still standing as green as on the day Champlain first visited the country. The picture that Longfellow draws of Evangeline's home is perfect, except that the pine trees and other timber seem to be of a dwarf variety and not the stately pines of Michigan.

It is but a short distance from Grand Pre to Annapolis and the country is of that same beautiful green that one sees everywhere in Nova Scotia.

Historic Old Port Royal.

Annapolis was my destination and a longer stop than usual was made at this point, for it was full of interest to me of a period that antedates Evangeline by half a century. It was called Port Royal by the French and was the most important of their early settlements in America, for it was occupied by them as early as 1605. The possession of the place passed from France to England and was again returned to France several times before its final cession to England in 1718.

A fort was erected in 1605, which was probably enlarged and improved as time passed on. This fort is still in existence, or rather the earthworks and some of the stone buildings still remain, though it is no longer used for military purposes. The fort grounds cover some 30 acres of land and the earthworks cover a goodly portion of that ground. The embankments are still nearly intact, and show that an immense amount of work was done to carry the dirt that forms these great earthworks, for the French had no horses or cattle with which to do this work, and the earth was carried from a distance on the backs of Indian women. The great piles of earth show that this was the work of years. The sand in one place, at a corner of the fort, threatened to slide in and thus destroy the corner, and a stone wall was erected to hold it in place. The

wall remains as it was built, without mortar; inside this wall and close against it are two huge willows, brought from France, of a specie not found in America. These willows are now at least four feet in diameter, showing that they must have been set out here 250 years ago. At the northwest corner of the fort, and on the interior, is what is locally termed the "Black Hole." It is supposed that it was intended as a prison for refractory soldiers or Indians. It is not large enough to hold more than a dozen or 20 people at once, and it is more likely that it was intended as a small powder magazine, or else to hold the arms of the soldiers. On the western side and about midway down the curtain is the sally port. This looks toward Annapolis basin. The masonry is as old as the earthworks, and seems likely to be able to withstand the ravages of time for many centuries.

Queer Powder Magazine.

The most interesting object in the fort is the powder magazine in the southwest corner. This magazine is 15 by 20 feet on the interior and 30 by 36 feet on the exterior—showing that the walls are 6 to 7½ feet in thickness.

The building is constructed of a specie of limestone brought from Normandy and is unlike any stone found in this part of the country. The masonry is exceedingly substantial and the mortar in which the stone was laid 250 years ago shows no sign of breaking in the interior. The arched roof is made without the aid of a keystone, and the cement is so strong that the necessity of one was not felt. With a fort as substantial as this was and an adequate supply of men and munitions of war the French could have withstood an army of Englishmen.

Behind the fort, and to the south of it, were clustered the dwellings of the people of Port Royal, a small village, for although there were some 500 or 600 people in the settlement around the fort, they were scattered over the surrounding farming lands for many miles. The country had been so long occupied by them that they had no fear of the Indians, and they thought they were prepared for incursions from the English.

Annapolis basin is a long bay setting in from the Bay of Fundy, some 20 or 25 miles, and it is at the eastern extremity of this basin that the fort was erected. The entrance from the bay to the basin is much narrower than the basin is after that point is passed. Midway along the basin is Goat island. The water in the basin is of sufficient depth to float the largest vessels, for the tide rises 25 to 30 feet at the eastern extremity of the basin, and the tide in the Bay of Fundy, the highest in the world, rises over 50 feet.

Cadillac's Home Burned by the British.

In 1690 Cadillac lived in Port Royal and owned a house in the village there. In 1689 war had broken out between France and England over the expulsion of King James II. by England, and the harboring of him by Louis XIV. of France, and the warfare was to be carried on in America, as well as in Europe. When this war was declared Cadillac was residing on Mount Desert island, which he owned, but he removed his family to Port Royal, probably for better security, and purchased a dwelling for them behind the fort.

He was probably engaged with the urcle of his wife, Francois Guyon, on shipboard, looking out for English vessels that they might capture or destroy, and spent but little time with his family at the fort. At that time the only child that Cadillac had, of which we have any record, was Magdelaine, who was born either on Mount Desert island or at Port Royal.

Sir William Phipps, governor of Massachusetts, had been instructed by his government to take such part in the war with France as he might be able, both to protect the English settlements in America and to inflict all possible injury on the French. With this end in view he set out in April, 1690, to achieve something for the glory of England and the discomfiture of France. Sailing into Annapolis basin in the latter part of May, he took the place by surprise, and it was obliged to surrender to him without offering any resistance.

While the lives of the citizens were spared their houses were plundered and some of them, Cadillac's among

the number, were burned. The parish church was destroyed and the priests, Petit and Trouve, with some 38 soldiers were carried prisoners to Boston.

Cadillac's family, burned out, started to return to Quebec, were taken prisoners by the English, but were released as non-combatants, and proceeded home. Mount Desert island, which belonged to Cadillac, and on which he resided in 1689, is on the coast of Maine; Cadillac's possessions not only included this island, but several thousand acres of the adjacent mainland, including the modern Bar Harbor.

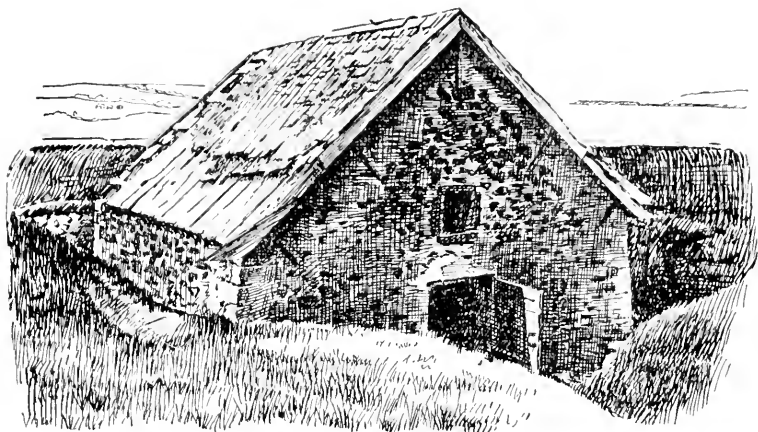
I have been unable to ascertain why this valuable and extensive tract was given to Cadillac, for he had not accomplished much at this time to warrant the government in making the gift. It is possible that his work on the ocean was better known than the records seem to indicate now, and that this land was given in compensation for that work.

He was familiar with the entire coast line and one of the earliest French maps of Boston, as well as one of the earliest maps of New York, both made by Franquelin, bear the mark of approval of Cadillac. At a later period and during the war he accompanied an expedition to New York, or Manathe, as he calls it, intending to attack that place by water; but the plan failed for want of concert between the land and naval forces.

Jealousy of the French.

While my visit to Boston and Cambridge, with their great libraries so full of historical matters of those early days, and the great Lenox, Astor and Tilden libraries of New York, were of exceeding interest to me in these studies, the memory and name of Cadillac is to be found only in the old records. Nothing remains now as it was in his day.

A trip up the Hudson is beautiful and interesting, but far more interesting to me were two old documents I found in archives in the great state capitol at Albany. As preliminary to the introduction of these papers I would state that shortly after Cadillac reached the site of Detroit the English, at a treaty meeting with the Iro-



OLD POWDER MAGAZINE AT ANNAPOLIS.

quois Indians, obtained from these Indians a deed of all the land in the west as far as Chicago, and including the present Detroit. This deed has been printed several times and can be found in extenso in volume 4, page 908, of the "New York Colonial Manuscripts." It is dated July 19, 1701, but the difference in computation of time between protestant and catholic countries makes this, in the French calendar, July 29, or four days after Cadillac arrived at Detroit. In this deed Detroit is called Tjeughsaghrondie (this name can be spelled some 70 different ways), and Lake Erie is called Swege.

The proposed erection of the fort at Detroit was evidently known to the Iroquois some time before Cadillac selected its site, and both the Indians south of the great lakes and the English were excited over it and proposed to stop it if possible. It was at this time and in this situation of affairs that the two documents I have found were written, and they fully explain themselves.

Robert Livingston was secretary of Indian affairs and John Nanfan was lieutenant-governor.

The papers have, I believe, never been printed, and I give them in full:

Report of Laurence Cleave
ye interpreter come from
Onnandago ye 10th. of Octob
1701 in Albany.

Pursuant to the instructions given me the 5th. instant I went to Onnandago where I found ye Sachims of ye Sinnekes, Cayugas and Onnandagos convind, who had bolts sent them from ye Maguass and Oneydes, they asked me if Quidor was come according to their desire, I told them no, and that he had great inclination to come but ye season of ye year would not admitt it, there being dayly much rain and cold weather to be expected.

Then they asked me if ye Secretary, Mr. Livingston, was gon to England according to their earnest request made in ye publicke propositions when they were last at Albany to acquaint the King how ye French incroached upon their Country for they had not only made a fort at Tjughsaghrondie, but have, since ye Sachims were last at Albany, made two trading houses on this side of ye Lake hard by ye Sinnekes at ye two principall Places where our Indians must pass by, when they come from hunting, and have brought thither all sorts of Indian goods, one of ye Places

Is called Dekana Sachtiago, and the other Tenchjuchjago, we fear if the Secretary does not goe who knows all our affairs that Letters will not be regarded and then we shall Loose our country and our hunting and those of Albany will Loose their Trade for we see ye french are a diligent People—always in action but ye People of Albany are as if they were Lame or Cripple, goe no where to Trade to no Indians The French are passed by to ye Fort which they have made this Summer and have a french woman in each Canoe, but, we see not that Corlair does any thing.

I answered that ye Secretary was gone, upon which they said, are the leters gone, I told ym I did not know.
I told them further yt I was come upon their message which thev sent to Albany, concerning their Resolution to send Agents to make Peace with ye Davaganhads and other farr Indians at Tjugh-Saghrondie and yt I had a great bolt from Corcair to send wil ym to confirm ye Peace and to assure ye farr Indians that they should be welcome to come to Albany and well Treated where they would find goods cheaper than at Canada. The Sachims were well satisfied and took ye bolt sent bv Corlair, and said they had not only concluded to make Peace with ye farr Indians, at Tjughsaghrondie (according to their desire signified to ym bv a Sinneka Prisoner whom they had released and sent to ye 5 nations for yt purpose) but have sent ye Prisoners of ye farr Indlans away before with some Indians to acquaint ye Dowaganhaes that they were a Comoing to make peace with them at Tjughsaghrondie, in which Peace our Brother Corlair shall be included, and we will make one article that they come and trade at Albany for which the Path shall be open and clean. Concerning ye bad news that the messenger said was at Onnandago the matter is this, a rumour is spread among the Indians that DeScannisson, and another when he was Last at N. Yorke should betray the five nations to ye governour of N. Yorke to be Destroyd and that he should have done

ye same to ye governour of Canada, giving a Bolt to each governour and that this story should come from Kendrik ye Maguass

who should have said it to Aqueenders and ye DeKanissord has sent a post to the Governour of Canada to free himself of this imputation.

When I came back I asked Kendrik ye Indian and Aqueenders but they know nothing of ye matter, being a notorius lye, however it hath made a great stirr among ye Indians in this country I found ye Indians at Onnandago very much divided in two factions, ye one for ye English the other ye French, but I believe those that are for for this government are ye strongest and those Sachims that are of our side desire me that I would tell Corlair and Quinder yt it was their desire yt a messenger be sent to Canada to forbidd the Governour of yt Place to make such trading house on their Ground for those trading houses would be soon converted into Forts.

LAURENCE CLEAVE.

Another Note of Alarm.

To the Hon. John Nanfan Esq.

Lieut. Gov. and Commander in Chief of ye Province of N. Yorke &c.

The humble Memorall of Rt. Llyvingston Sec for yr Indian Affairs sheweth How that he has been lately at Albany to Enquir

into ye state of ye Indians of ye five nations who

he finds by ye interpreter lately come from them

that they are very much divided among themselves by

a french faction among them as by ye said Interpreter's report under his hand appears.

That ye French of Canada have not only built a new fort

this summer at Tjughsaghrondie between ye lake

of Sweege and Ottowawa the principall place

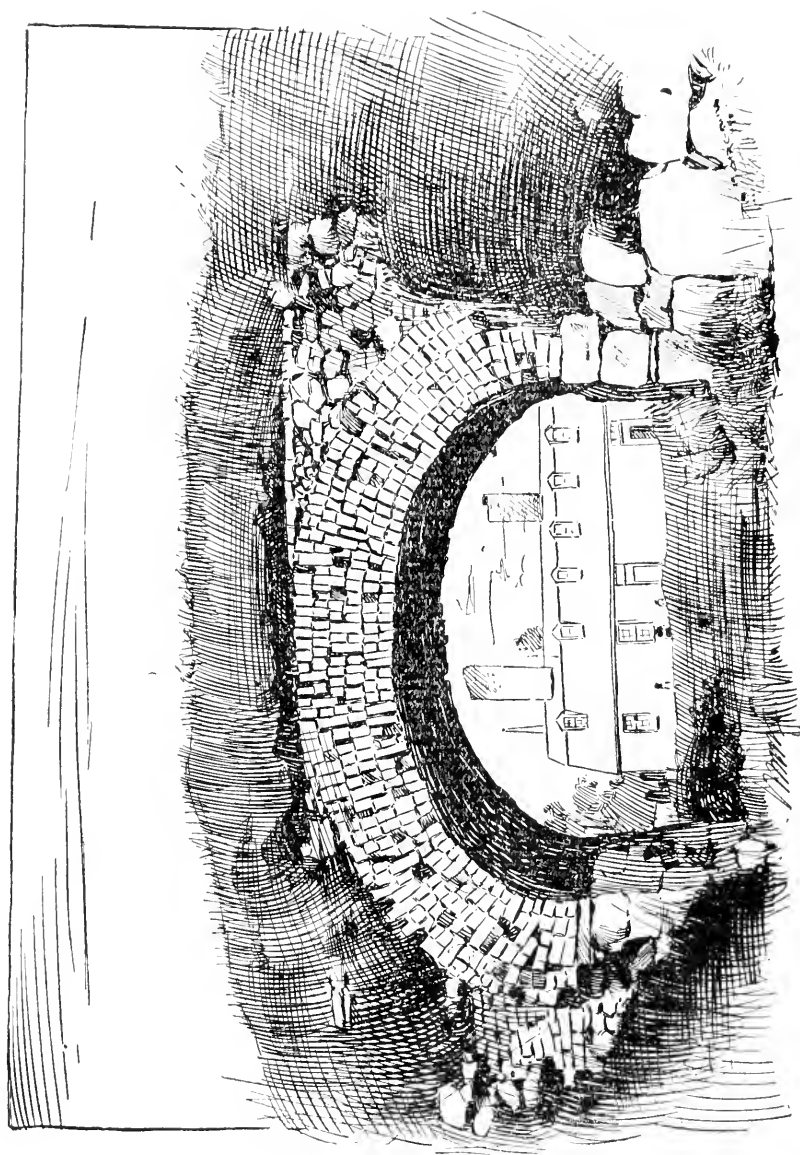
of Bever hunting, but have lately built two trading houses

on this side of ye lake near ye Sinnekes and

stored them with all sorts of Indian goods.

He doth

therefore offer it as his opinion for the expelling of french



SALLY PORT, AS SEEN FROM THE EXTERIOR OF THE FORT AT PORT ROYAL.

from his Majst territories and preventing
of the like
Incroachments for the future that a party
of men be sent
forthwith to destroy ye said Trading
Houses save the
goods and distribute them among the In-
dians and discharge
ye French from settling on this side of
ve Lake
That Lawrence ye Interpreter be sent with
some of
or such as your honr. Shal think fitt as far
as Tiughsaghrondie out a hunting with
some of
our Indians to make a discovery of what
the French
are a doing, what fort they have made,
what
treaties they have agreed to with ye farr
Indians, havn our Indians conclude their
beace with
ye said far Indians and on what terms,
and withal to
endevor to bring some of ye farr Indians to
Albany to trade, * * *
October 20, 1701.

ROBT. LIVINGSTON.

Thus I completed my first, but I sin-
cerely hope not my last, journey in the
fcotsteps of Cadillac.

C. M. BURTON.

September, 1898.

LANDING OF CADILLAC.

Historic Event That Might Be Commemorated.

Among the many suggestions for the
proposed bicentenary of the founding
of Detroit, little has been advanced
that might be considered personal to
the illustrious Frenchman, who with
his band of hardy adventurers on the
23d day of July, 1701, landed where
the city of Detroit now stands.

In Robert B. Ross's work, "The
Landmarks of Wayne County and De-
troit," the first chapter is devoted ex-
clusively to a graphic pen picture of
this historical incident. A brief re-
sume of the chapter may prove sug-
gestive to the committee in charge of
the program of exercises.

On June 5, 1701, the Cadillac expe-
dition started from La Chine, above
Montreal, and entered the Ottawa
river. They threaded the windings of
that stream for over 300 leagues, mak-

ing 30 portages. The remainder of
the route was down French river to
Lake Huron. The party crossed the
lake and landed where Gonsolus Du-
luth had in 1687 built a fort, burned by
the Indians two years later. They
passed down St. Clair river and lake,
and entered the Detroit river late in
the afternoon, having accomplished a
voyage of over 1,000 miles in 40 days.

The expedition was a ponderous one
for those days. There were 25 large
canoes, or bateaux, in which were 100
white men. These boats were 26 feet
long by 6 feet beam, having each two
tons burden. One hundred Algonquin
warriors in birchbark canoes, consti-
tuted the escort to the white voyag-
ers. Silently they rounded the head of
Belle Isle and glided down the river.
No notice was given of their approach.
They were entering upon the choice
hunting grounds of the cruel and
treacherous Iroquois.

Cadillac, with an eye to the future,
was looking for a site on which to
establish a fort and trading post. Half
of the men he had with him were sol-
diers, while the rest were farmers and
mechanics. The view and situation
of Belle Isle decided Cadillac. It re-
minded him of Isle Royal, where Paris
was first built.

The evening meal was prepared and,
after religious exercises by two priests,
the weary travelers, without molesta-
tion, sought the needed repose. The
following morning, after early mass,
Cadillac raised the white banner with
its three lilies, and in the name of
Louis XIV. proclaimed the land a
French possession. Among the first
buildings erected was the rustic
church, dedicated to Ste. Anne.

While Cadillac and his brave band
had been threading the windings of
the Ottawa, the Iroquois chiefs,
knowing the purpose of his voyage,
had held a council with the British
authorities in New York, the result
of which was the ceding and convey-
ing to William III. of England all
their right and title to lands in the
northwest, including the straits of De-
troit. They had previously protested
to Cadillac against the establishing of
a fort at Detroit, but he had replied
that all that territory belonged to
the French king, his master. Incensed,
they made terms with the English.

As a matter of fact, the Iroquois chiefs had signed the conveyances to the British governor just five days before Cadillac landed at Detroit.

At first the intention was to found the post on Grosse Isle, but, turning their boats up stream again, the party landed near where the first French fort was built.

Could not this great episode in the

history of Detroit be made a prominent feature of the coming bicentenary? What a pageant could be given on the river, with a reproduction of the fleet of Cadillac, bateaux, canoes, soldiers, habitants, Indians, etc.

J. W. F. M.



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